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OLD TOM GIN
COBRA BRAND
SOFT AS CREAM.
AGENTS:
BUMANN & BERBLINGER.
[670]

Hongkong Daily Press.

ESTABLISHED 1857

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makes delicious bouillon, rich, tasty gravies; adds flavour and strength to stews, hashes, entrees, etc.
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[a34-2]

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[a1472]


GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a728]

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TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
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1.15 p.m. to 1.45 p.m. Every 15 minutes.
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3.30 p.m. to 5.00 p.m. Every 15 minutes.
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NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every 2 hours.
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SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
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Hongkong, 1st April, 1909. [a76]


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BARGAIN SALE
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LADIES' DEPARTMENT
25 PER CENT. DISCOUNT
OFF USUAL PRICES.
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[a28]


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All A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrafo Condensers, Stone's Manganese Bronze, and Parsons' Steam Turbines, etc., etc., etc.

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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

3 Dry Docks.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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	No. 1 Floating Docks.	No. 2
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth "	56 "	66 "
" Draft "	22 "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shovelers, capable of lifting 40 ton weight.
[a89]
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

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The most Powerful Disinfectant in the World.
Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government Standard Test on Typhoid Germs. Certificate of Strength given to each buyer.
Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.
PRICES:
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Pearson's Saponified CRESOL
PRICES:
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Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products (as relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then compare the result with our HYCOL. This is the only way you can arrive at the Germ Killing power of a Genuine Disinfectant Fluid.
Properties said at the true value of a Genuine Disinfectant Fluid.
DODWELL & CO., LTD., SOLE AGENTS FOR HONGKONG, SOUTH CHINA AND JAPAN
For Pearson's Antiseptic Co., Limited.
[a113]

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WEISMANN'S COFFEE
ROASTED AND GROUND ON OUR PREMISES DAILY.
In 1/2 lb. and 1 lb. Tins. [a46]

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TRADE MARK
WINE & SPIRIT MERCHANTS
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ESTABLISHED 1815.
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BRANDY ★★★★★
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OLD HIGHLAND
WHISKY, DO. WHITE LABEL-
WHISKY, C. P. & CO.'S "SPECIAL BLEND"
PORT WINE, INVALIDS
PORT WINE, DOURO
SHERRY, LA TORRE
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THE ABOVE ARE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.
LONG HING & CO.,
PHOTO SUPPLIES.
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JUST UNPACKED:—
FOLDING POCKET CAMERAS, fitted with GOERZ, ZEISS and ROSS LENSES, PREMO FILM—and PLATE CAMERAS, KODAKS, FILMS and ACCESSORIES.
At Moderate Prices.
DEVELOPING AND PRINTING A SPECIALITY. [910]

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Jane's Fighting Ships for 1910 ... 1.75
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WHAT'S WRONG WITH THE WORLD? by G. K. CHESTERTON.
[a27]

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NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1909 \$19,875,357.
L. Authorised Capital ... 26,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,242,500 0 0
II. Fire Funds ... 3,488,136 6 7
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 19th July, 1910. [788]

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DR. M. H. CHAUN.
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.
1st FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.
Telephone 122.
Hongkong, 27th January, 1910. [364]
SIEN TING
SURGEON DENTIST,
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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

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FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
[a35] A. F. DAVIES, Manager.

KING EDWARD HOTEL.
A HIGH CLASS HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, etc., apply to the MANAGER.
Hongkong, 24th July, 1905. [a858]

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A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
SITUATED in the most central position. Large and Airy Rooms. Hot and Cold Water Baths. Gas and Electric Light. Cuisine entirely under European Supervision. Private Bar and Billiard Rooms. Monthly Rates for Tiffin and Dinner. Terms moderate.
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TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT" Hongkong.
Hongkong, 16th April, 1910. [a542]

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PRIVATE HOTEL.
STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.
Telephone, No. 690.
Apply to— Mrs. F. W. YATTS, "Braeside," 20, Macdonnell Road, Hongkong, 4th December, 1907. [a36]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH CHINA).
MACAO.
THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place. All comforts of a home.
A most pleasant retreat for those desirous for a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.
Macao is 40 miles south-west of Hongkong. Two steamers (s.s. Sui An and Sui Tai) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to THE MANAGER [a213]

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MANAGER—MR. H. HAYNES.
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SITUATED ON THE BRITISH CONCESSION
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SITUATED IN THE CENTRE OF PRATA GRANDE Both Hotels electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given to Tourists.
REASONABLE RATES.
WM. FARMER, Proprietor
[a1623]

THE MERCANTILE LITHOGRAPHIC.
47, DES VOEUX ROAD CENTRAL, HONGKONG.
UNDERTAKES to execute with neatness all kinds of ARTISTIC LABELS, BILLS OF EXCHANGE, VISITING CARDS, LETTER HEADINGS, MENUS, DIE STAMPING, etc.
Hongkong, 14th July, 1910. [a26]

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A CHAMPAGNE OF FINE QUALITY.

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Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that are already appearing in other papers will be inserted.

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BIRTH.
On July 27th, at 87, Biddulph-mansions, Maidvale, London, W., to the wife of PHILIP WALSHINGHAM SERGEANT, a daughter.

HONGKONG OFFICE: 10A, DES VERT ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 26TH, 1910.

Following the opening of through traffic on the French railway which runs from Haiphong to Yunnanfu, a little international question has arisen which is perhaps of more than passing interest to the Government of Hongkong in view of the railway connection which is being established between this Colony and Canton, and ultimately with the interior provinces. In Indo-China, as in Hongkong, the Government has resisted all efforts on the part of the Chinese Government to establish consulates there; but from a Haiphong newspaper we gather that there resides in that port a Chinaman who describes himself on his visiting cards as "the official representative of the Delegate for Foreign Affairs in Yunnan." Whenever a Chinese mandarin or military officer passes through the town, he is received and waited upon by this official, who, however, is not recognised by the French authorities as the official representative of the Chinese. The only accredited representative of the Chinese at Haiphong is the elected chief of the Chinese community. His election is approved by the French Government, who, it seems, hold him "responsible for his fellow nationals," whatever that may mean. The French authorities acknowledge only this "chief

de congregation" as representing the Chinese in Haiphong, and in that capacity he claims the right to figure as such, whether the Chinese in Haiphong are residents or transients going to or coming from the province of Yunnan, whether they be officials, mandarins, military men or simply civilians. Thus he comes into conflict with "the official representative of the Delegate in charge of the foreign affairs in Yunnan." The latter, unwilling to give up what he calls his powers, appealed to the Mayor, who, however, could only decide in favour of the "chef de congregation," on the grounds above stated. Now, it is reported, the matter is being referred to the Waiwupu, for discussion with the French representative in Peking. We shall await the result with interest, but with no expectation that the claim of the Chinese Government to official representation in Haiphong will be conceded. This question, as we said at the commencement of this article, has developed since the opening of the railway. Previous to that Haiphong was seldom favoured with the presence of Chinese mandarins or other distinguished Chinese military and civil officials. Formerly it was their practice to travel between Canton and Yunnan by the Si-kiang, but they have found travel by the railway not only quicker but more economical, and so since the through connection was opened they have been patronising the railway in increasing numbers. As one of the Haiphong papers remarks, it is necessary to have regard to this increasing traffic to judge of the importance of the dispute which has arisen between the recognised representative of the Chinese community and the unrecognised official stationed there by the Chinese Government. What inference the reader is expected to draw from that observation is, not indicated, but to most people it will probably carry the suggestion that it is a case of acquiescing if the Chinese Government press the claim, or of suffering the consequences of a diversion of the traffic. We cannot imagine that in face of such a deliberate intention to challenge the authority of the French Government in its own dominions, such a lamentably weak and helpless attitude on the part of the Government would be approved by many Frenchmen in Indo-China, and we would fain hope that the meaning of the sentence we have translated is misconstrued. The outstanding feature of the incident is that notwithstanding France's objection to the establishment of Consuls in the Colony, China has stationed an official there who claims the right to be acknowledged and shows by an appeal to the Waiwupu an assurance of its support which may well open the eyes of all interested in questions of this character to the back-stair methods employed by the Chinese Government in achieving its ends.

Another case of plague was notified in the Colony yesterday.

The schedule for the 1911 show of the Hongkong Horticultural Society is now issued. It comprises 105 classes.

The Green Island Cement Co. announce an interim dividend of 15 cents per share for the six months ended June 30th last.

For stealing sugar from Messrs. Jardine, Matheson & Co's godowns at Tsim Sha Teui a woman was at the Magistrate's yesterday sentenced to four months' imprisonment.

One of the two defendants charged with arson in a shop at Yau-mai has been committed by the Magistrate for trial, and the charge against the second defendant was opened yesterday.

Sentence of three months' imprisonment and four hours' stock was passed on a Chinese yesterday for snatching a purse from a man in the street. He told the Magistrate that the policeman had put the purse in his pocket.

Hankow papers announce the death of Mr. G. Hulsemann, the direct cause being heart failure following upon an acute attack of typhoid fever. The deceased had been for some years in Hankow and conducted a successful business in engineering works, etc.

Mr. J. W. Bandow, who has been in charge of Messrs. Melchers & Company's interests in Hongkong and who was also on the directorate of the Hongkong and Shanghai Banking Corporation, left on Wednesday for the North to take charge of the Shanghai branch.

There are about 8,000 Japanese and 30,000 Chinese resident at Antung at present. It is reported that the South Manchuria Railway Company contemplates constructing waterworks there at the estimated cost of some 1,400,000 yen. It is expected that the water will be taken from the upper reaches of the River Yalu.

We learn from authentic sources, says the *Stout Press*, that with the purpose of encouraging Korea's foreign trade as well as affording the best banking facilities to foreign residents here, the Bank of Korea is contemplating a further extension of its foreign exchange business, and that sterling bills are being purchased by it at a very favourable rate for customers.

Nineteen days eleven hours from Hongkong to Sydney, via the Philippines and Queensland ports, was the time occupied by the China Navigation Company's steamer *Taiyuan*, which arrived in Port Jackson on July 14th and took up a berth at Circular Quay. Captain L. Dawson, master of the vessel, stated that the performance put up by his steamer is a record, and naturally feels rather proud of the achievement. The trip was accomplished under fine weather conditions, and the passengers had an enjoyable time.

SUPREME COURT.

Thursday August 25th.

IN CRIMINAL JURISDICTION.
BEFORE HIS HONOUR SIR FRANCIS PIGOTT
(CHIEF JUSTICE).

KIDNAPPING.

Chau Koo, who was found guilty by a jury last week on a charge of kidnapping and who was remanded in order that he might give information which would lead to the recovery of the stolen child, came before the Court for sentence.

His Lordship asked the prisoner if he had anything further to say.

Prisoner—I did not take the child.
His Lordship—The jury have found you guilty, I think rightly. You are sentenced to three years' imprisonment with hard labour to date from the day the jury pronounced the verdict.

PIRACY IN BRITISH WATERS.

Another piracy in British waters has just been reported to the police. A junk sailing from Bias Bay to Hongkong encountered pirates near Fat Tan Mun, when a boat, containing seven men armed with revolvers, choppers, and other weapons, approached and commanded the junk to heave to. The robbers boarded the junk, drove the crew and passengers below, and finally landed them on Nam Tan Island, afterwards sailing away with the junk. The value of the craft, cargo of salt, and the clothing on board was \$186.

BEDROOM THEFTS.

Mr. F. M. Crawford, residing at 1, Park View Terrace, has just had an unfortunate experience. Between Tuesday evening and Wednesday morning some person entered his bedroom by the open verandah door and made a pretty extensive haul. The thief secured a gold watch valued at \$350, a presentation silver cigarette case, a silver pencil case, several picture frames, as well as the jacket and trousers belonging to Mr. Crawford and having some six dollars in money in the pockets. The total value of the haul was \$403.50.

The Rev. R. A. Jeffry, of Cheung Chau, reports to the police that someone entered his wife's bedroom on the 23rd inst. during the day and stole a gold neck chain.

A FLOATING, HORNELESS DRAGON.

In the August *Travel and Exploration* is an informative paper on the little known Lu-Chu Islands by Mr. Walter J. Clutterbuck, who wrote an interesting and remarkable book on British Columbia some years ago. The Lu-Chu group is one of the most important islands in the Japanese Archipelago. It means, we are told, "a floating hornless dragon." From the supposed resemblance to a dragon without horns resting on the waters, Mr. Clutterbuck seems to know almost as much about the islands, as Mr. B. H. Chamberlain, the great authority on things Japanese, and the record of his experiences is unusually interesting. He is a singularly observant traveller, as the following description of the costume of women at a native funeral indicates:

"On holiday costume, such as fashions, they wear peculiar horn skewers about ten inches long, four-sided in shape, with a pyramid point at one end, and upon bowl at the other. They are made in inch sections of yellow and black horn and stand up on the women's heads in the most aggressive way. None of these pins keep the hair steady; it slips in every direction, and frequently hangs over one ear in the most disgusting manner. The women's black hair is very much plastered with 'egg' fat, and they shine brightly in the light, and sometimes, when the wind blows, the knob of hair stands up like a jam-pot on their heads, and often a woman may be seen twisting up her long thick coils during the day."

There is an amusing description of a visit paid to one of the great noblemen of the ancient regime when they were independent kings of Lu-Chu, for the island was only annexed in 1879. They visited this nobleman, Omura San, and, after removing their shoes, they were introduced to their host. They were then introduced to their host's mother, aunts and family, comprising four generations.

"Suddenly Omura San asked if the English lady would mind showing them how she did up her hair. So she pulled out her many hairpins, and instantly the females present ran round to the open balcony behind her, and felt her hair in turn; they said they thought it very soft, like silk. It was very difficult to do it up again creditably without a comb or looking-glass, but they were much interested in the performance. Then they examined the few ornaments we had about us, asking many questions. The idea of a wedding ring struck them as a great joke, for they have evidently very little respect for married life. We asked how many children he had; he immediately left the room to consult with someone outside. When he had been absent a minute he returned and said, 'Ten.' It seemed difficult at first to know why he had quitted the apartment, but now such a simple question had been asked but we had heard him in the distance, he evidently talking it over with someone. Our Japanese friend told us privately that he had a great many children, so that the query had confused him for the moment, and it was necessary to calculate just which were his wife's children and which were not!"

TELEGRAMS.

(Protected by the Telegraph Message Copyright Ordinance, 1894.)

["DAILY PRESS" EXCLUSIVE SERVICE.]

H.M.S. "BEDFORD."

SITUATION HOPELESS.

TOKYO, August 25th.

The situation of the cruiser "Bedford" on the Samarang rocks, in the Straits of Korea, is such that the possibility of refloating her is considered hopeless.

ANNEXATION OF KOREA.

TOKYO, August 25th.

It is understood that the annexation of Korea will be proclaimed on the 29th instant.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE ANNEXATION OF KOREA.

GREAT BRITAIN'S ATTITUDE.

LONDON, August 25th.

Reuter's Agency learns that the British Government does not object to the annexation of Korea politically, but has been considering what commercial effect the change will have. No statement, however, can yet be made on this point until the conditions accompanying the annexation are made public.

NAVAL REFORMS IN RUSSIA.

LONDON, August 25th.

A St. Petersburg telegram says that in view of the speedy reconstruction of the Fleet, the Tsar has ordered Imperial Councillors Roehrborg, Roediger and Dmireff to inquire into the administration of the naval construction department and the output of the Imperial dockyards. The Councillors are also required to frame regulations that they may deem to be necessary, as soon as possible.

A BYE-ELECTION IN GERMANY.

LONDON, August 25th.

A bye-election at Zschopau to fill a vacancy in the Reichstag has resulted in a Socialist gain.

THE FINANCIAL SITUATION AT SHANGHAI.

The N.C. Daily News of Thursday last says:—As a result of the recent crisis in native financial circles a notification has been issued by the foreign banks to the effect that from Monday next, August 22, inclusive, delivery orders for goods will not be granted against native bank orders of longer currency than five days. The present five-day order payable on the sixth day will not be accepted in future. Moreover, no native orders of over five days' currency will be discounted or financed in any way. This decision of the foreign banks has been circulated among local firms and it remains to be seen with what success this step meets. At the time of the recent failure among native banks it was generally felt that the only satisfactory method of avoiding repetition of the crisis would be to do away with these bank orders and introduce the cash system. In the absence of a fixed currency, however, this measure, it was realized, would in practice prove impossible, and as the next best substitute, the abolition of the ten-day orders in favour of five-day orders was decided upon. It is not to be supposed that the Chinese will approve of this innovation, but if the foreign firms offer a united front, there can be little doubt that the measure can be carried. Any serious defection will of necessity defeat the scheme.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 25th at 12.05 p.m.—The barometer has fallen slightly in S. China, Formosa and the Philippines, and risen considerably in Vladivostok and N.E. Japan.

Pressure is low over the middle part of the China Sea, where a circular depression seems likely to form. High pressure covers the Pacific to the E. and S.E. of Japan. Moderate to fresh E. and N.E. winds may be expected over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood: E. winds, moderate; fair.
Formosa Channel: Same as No. 1.
South coast of China between: Same as No. 1.
Hongkong and Kamooka: Same as No. 1.
South coast of China between: Same as No. 1.
Hongkong and Hainan: Same as No. 1.

GENERAL NEWS.

THE CANADIAN PREMIER'S VIEWS.

London, August 25th.
Winnipeg despatches state that Sir Wilfrid Laurier, justifying the idea of a Canadian Navy, said it was impossible for the Dominion to preserve her self-respect and see the entire burden of the defence of the Empire borne by the motherland. Canada and he hated militarism, but defence was not militarism. A nation must have an Army and a Navy, as a town must have police.

MINING AND MORTALITY IN THE TRANSVAAL.

London, August 25th.
Reuter wires from Pretoria that the report of the Mines Commission appointed in 1907 shows that the mortality underground is 60 per cent. higher than above-ground. The average age of death is 35 years, compared with 50 years on the Denbigh mines. The report advocates vigorous measures in regard to health, housing, and ventilation.

EGYPTIAN SEDITION POET-EDITOR.

London, August 25th.
Cairo telegrams report that El Ghayati, poet and editor of the journal *Elwan*, has been sentenced, in default, to a year's imprisonment for writing a book of seditious poems.

OBITUARY.

London, August 11th.
The deaths are announced of Captain T. C. Speedy and the Earl of Eglmont.

THE SHORTEST TRANS-ATLANTIC ROUTE.

London August 11th.
The new Canadian liner *Royal Edward* arrived at Quebec in 5 days 20 hours from Bristol. She made a record land to land passage of 3 days 14 hours 20 minutes.

FATAL RIOT IN AN ITALIAN PROVINCIAL CAPITAL.

London, August 11th.
A thousand inhabitants of Bari, in Italy, paraded the streets protesting against an increase in house rents. They stoned and fired revolvers at the police, who replied, killing two and wounding twelve. The police had fifteen wounded. Troops restored order among the demonstrators.

SOUTH AFRICA'S CRICKET TEAM GUARANTEED.

London, August 11th.
After prolonged discussion a local guarantee for the South African cricket team has been found. The team will accordingly go to Australia, unless further difficulties arise.

SIR GEORGE NEWNES' WILL.

London, August 12th.
Sir George Newnes' will consists of 24 words, leaving £174,153, to his son, Frank, who is to allow £3,000 yearly to his mother.

KING ALFONSO AS AN EXPERT RIDER AND POLOIST.

London, August 12th.
King Alfonso played polo again yesterday, competing in the semi-finals of the Eborac challenge cup. His team and Rugby qualified for the final. King Alfonso's horsemanship was much admired. The competitors in the tournament are crack teams.

MR. LLOYD GEORGE'S PULL PROGRAMME.

London, August 12th.
Mr. Lloyd George, speaking at Bournemouth, Wales, referring to old age pensions, said that he hoped within a year to introduce a scheme to provide for persons who broke down before reaching pensionable age. They must settle with the Lords before they could take up Welsh Disestablishment, Home Rule, and Woman's Suffrage. He urged women to show restraint, not petulance.

INDIAN CIVIL SERVICE.

London, August 12th.
The Times understands that Lord Morley and the Government of India have decided to increase the probationary period for the Indian Civil Service to two years, the object being to give more time for the preliminary study of the vernaculars, in pursuance of the recommendations of the Indian Committee on Organization and Oriental Studies, and the Royal Commission on Decentralisation. At the same time they will reduce the maximum age for the open examination by a year, as it is desirable that candidates should go to India as young as possible in order to be more receptive and more adaptable to new environment. The Times hints at a possible scheme for bringing probationers together in a special training college in the vicinity of London, instead of being scattered over half-a-dozen Universities.

ARMY NEWS.

It is understood that Major-General Cowans, Commanding the Presidency Brigade, has been offered an appointment in England and is now unlikely to return to India.

Several changes are pending in the Army and Divisional Commands in India. General Sir J. Woodhouse goes home this autumn owing to ill-health. His successor in the command of the Northern Army has not yet been appointed, but General Sir J. Willcocks, commanding Peshawar Division, is the next senior officer of the British service in India, so his name is generally mentioned in this connection. General Sir J. Woodhouse, commanding Mhow Division, retires in November. General Sir J. Wolfe-Murray vacates the Secunderabad Division in February.

The Times of the 11th inst. states that it has been decided to grant passages to the intended wives of soldiers stationed in the Colonies and India, who are qualified to marry and for whom there are vacancies on the married establishment. Land travelling expenses, excluding those to the port of embarkation, will also be allowed.

THE HAMBURG INTERNATIONAL CHESS TOURNAMENT.

Much attention is now being paid to the play of Niemzowitch in the Chess Tournament at Hamburg. This master would not have been in the tournament if some of the selected players had not disappointed the committee, and he now proves himself to be one of the strongest and most talented of the competitors. In the eleventh round, he defeated Forgaich in a long game, showing thereby that he possesses great steadiness as well as a dashing and vigorous style when required.

Schlechter had a hard struggle against Chotimirski, in which, however, he came off victorious by a narrow margin. Marshall gained a valuable victory against Spielmann, and it is also to be noted that in his game against Chotimirski from the ninth round White and Black were reversed. Chotimirski won and Marshall lost. Teichmann lost Yates, and Spielger lost to Tarrasch. Duras is slowly but steadily making good progress. The fully scored on July 30th was as follows:—
Schlechter: 8; Niemzowitch, 8; Marshall, 6; Duras, 6; Chotimirski, 6; Leonhardt, 5; Spielmann, 5; Teichmann, 5; Salvo, 4; Tartakover, 4; Forgaich, 4; Alekhine, 4; Tarrasch, 4; Spielger, 3; Kohnlein, 3; John, 2; Yates, 2.

THE GREAT INUNDATION IN JAPAN.

From natural calamities of one sort or another Japan seems to be never free. Scarcely a year passes that some part of the country is not devastated by earthquake or volcano, flood or fire, though the latter-named can perhaps hardly be classed as a natural calamity, seeing that it is usually caused by the carelessness of man. The inundation which has for the time being interrupted railway communication between Kobe and Tokyo-Yokohama proves to be much more serious than the local floods which are reported every year. So far as can be gathered at present from the information to hand, the whole country at the base of Fuji and for many miles round lies under water. Tokyo having been almost cut off from communication with the outside world by railway and telegraph. It would appear that north-east of Hamamatsu the country has been subject to a rainy season prolonged right through Doyo, with the result that the rivers have gradually risen until, as the result of a tremendous downpour that occurred on Tuesday (9th instant), the river banks gave way in hundreds of places and the water rushed over the fields in a violent torrent. Bridges were carried away, houses demolished or rendered uninhabitable, landslips are numerous, and communications have been interrupted over a wide stretch of country covering hundreds of square miles. As might be expected, there has unhappily been some loss of life, while the destruction wrought must be enormous.

As everyone is aware, the river-beds in Japan lie usually above the level of the surrounding country, this curious phenomenon being due to the enormous quantity of silt which the rivers bring down and which has necessitated the raising of the river banks by artificial means wherever rivers run through flat country. The result has been that the bed of the river is frequently above the level of the fields, and when the waters rise and the banks give way under the strain, inundation of the whole district follows as a matter of course. Nor does the damage done end there. The Egyptians look to the annual overflowing of the Nile to bring not only the water required for cultivation but the removal of the soil necessary to fertility. In Japan it is far otherwise. There is not the gentle overflow of a river such as occurs in countries where the bed is below the surface of the land on either side, but the resistless rush of a pent-up torrent from one or many breaches in a river bank. It is as if a reservoir had given way, not steadily overlapping of a river margin. Again, the accumulated silt of many years which pours out from these breaches in river embankments has no fertilising qualities; on the contrary, as a result of these floods the soil upon which the unfortunate cultivator has spent so much time and attention and expended money in fertilisers is buried inches deep in sand in which nothing will grow or which requires a large expenditure in fertilisers to render productive. Thus it is not only the present loss of crops which the farmer has to deplore, in addition to the damage done to his homestead, but the serious depreciation in the value of his land for years to come. Seven or eight years ago, in a similar disaster in the neighbourhood of Fuji, many farmers and landowners were ruined owing to the covering up of their land by silt. Passengers by the train between Kobe and Osaka will observe in the neighbourhood of Nishinomiya and Kanazaki a large number of mounds which some archaeologist of the future will probably determine to be the mounds of some prehistoric race. As a matter of fact, they came into existence only a few years ago—in 1896, if we remember correctly—when the river near by burst its banks as the result of continued rain, and the fields between and silt and the sea were covered with sand and silt and the crops were all ruined, and before the farmers could again cultivate their fields it was necessary for the sand to be laboriously scraped off and piled in the mounds that now exist. Not only, therefore, were the crops lost, but much hard work was necessary before the fields were again in a position to be cultivated, and the huge mounds have ever since existed, limiting the area of the fields by the space they occupy.

It is thus to be feared that the damage done by the inundation of the province round Fuji is far more serious than the mere loss of the crops for one year, such as occurs in other countries in a similar case. Of course much depends on the nature of the deposit with which the fields are covered, but judging from the character of the silt in many of the river beds in the area affected, it is to be feared that it will be mainly sand and shingle. At any rate, the fertilising put into the soil will be lost, and, as the farmers complain, the low prices prevailing this year more than make up for the good harvest last year, recuperation will be felt. These disasters, recurrent as they are year by year, though fortunately not to the extent of the present catastrophe, differ from the equally recurrent calamity of fire in that they can scarcely be avoided. Even if the rivers were substantially embanked from source to mouth, the fertile lands strengthened with stone supports, this would still leave untouched the danger from the rivers overflowing their banks in the sudden rain-furrows to which Japan is particularly subject in certain months of the year. Moreover, the enormous expenditure that would be involved puts such a work out of the question as a practical remedy, and, broad as are the river beds, even then they would not suffice to carry off rain-water when the fall reaches such a high maximum as in the storm recently experienced. There would seem to be no method of prevention save that which has been in operation for centuries, the strengthening of the river banks where they are weak and giving every facility to the flood water to escape. Like earthquakes and volcanic eruptions, typhoons and storm-bursts defy control. These recurrent calamities, to which Japan is peculiarly subject, with the frequent conflagrations that might easily be avoided, probably account in no small measure for the poverty of the country. So far as the natural calamities are concerned, there is nothing to be done but to set to work with what courage may be to repair the damage wrought by the elements. Much sympathy will be felt for the unfortunate farmers who in a few hours have seen their labours brought to nought, and the keenest opponent of Government assistance in general will scarce object to the resources of the State being employed in such a case to minimise or repair the loss to which the agricultural population has been exposed or so large a tract of country.—*Japan Chronicle*.

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

July 29th.

REGULATIONS FOR SUBMARINES.
"There is no evil without a good"—so the old saying goes. The recent *Pluviose* disaster is the obvious reason for a long circular addressed by the Minister of Marine to the maritime prefects and the commanders of submarine stations. This circular strictly prohibits plunging in the channels leading into a port, and also forbids "attacks" on steamers or other mercantile vessels, as well as against warships met by chance. These attacks are only to be made, say the new submarine rules, in the course of operations ordered by the commanding officer, and only against French warships indicated by the officer. When a submarine effects plunging operations in the neighbourhood of a port or in the roadstead it must be accompanied by a steam pinnace or a torpedo boat bearing a distinctive sign, on seeing which all vessels must keep at a certain distance, and not pass in front of the convoy. Submarines that are out for plunging exercises must also carry a special flag, which will be the signal for other vessels to keep at a distance. The compasses will also have a special signal to warn ships in the neighbourhood whenever a submarine is diving.

Instructions are also given that the periscopes must never be left during diving operations, and that the watch on duty must not be disturbed in any way. When submarines make their plunges without the periscopes, they are to keep at a sufficient depth to ensure that vessels passing directly above them shall not place them in any danger. When a submarine is about to come to the surface after a deep dive, it is not to emerge—except in the case of *force majeure*—until the officer in command is satisfied that there are no sounds indicating the presence of another vessel in the immediate neighbourhood. In this connection it is recommended that if circumstances permit, the engines shall be stopped and strict silence maintained during the necessary period of time. These instructions are to be posted upon all submarines, whether in commission or on trial.

DEATH OF A FAMOUS SINGER.

By the regrettable death at the age of 81 in this city of M^{rs}. Delphine Ugalde, Paris has lost a famous singer. She was already a widow when she appeared at the Opéra Comique in the "Domino Noir" in 1848. By her impersonation of "Galatée" in 1864 she took rank as one of the most brilliant stars. As directress of the "Bouffes Parisiens" she made a great hit with Offenbach's music. The venture was not, however, a financial success, and she returned to the Opéra Comique. Her later years were devoted to teaching.

THE WAR OF 1870.

The first two volumes of a monumental work entitled, "The Diplomacy of the War of 1870," have just been published. It tells the story of the long chain of events which led up to the conflict between France and Germany. It is claimed that the history will be absolutely impartial, and as it is compiled from official documents preserved in the Archives it will be authoritative. Unfortunately, a number of important documents are missing from the Archives or Record Office. Among these are the papers of M. Rouher, which were taken from a chateau or mansion at Vervey by German soldiers in 1870. The work has been compiled by a commission appointed in 1907 by M. Fichon, the present Minister of Foreign Affairs. There will be eight or ten volumes in all; and the first volume deals with the affairs of Schleswig-Holstein. December, 1865, has been selected as the starting point, that is when the Saxon and Hanoverian troops entered Holstein. The first two chapters throw an interesting light on the character of Bismarck as well as on the diplomacy of Lord Palmerston. King Edward VII., then Prince of Wales, figures, as already distinctly Frenchophile in sentiment, but is overruled by Lord Palmerston and Queen Victoria.

THE REPRESSION OF THE HOLOGGANS.

The repression of the *Apache* or *hologgans* is admitted to be one of the gravest tasks confronting the Paris authorities. In the course of the debate in the Chamber some two years ago on the abolition of the death penalty, M. Briand, then Minister of Justice, declared that in his opinion one of the chief causes of the increase of criminality was the abuse of the privilege of carrying weapons and the facility with which arms can be procured. One of the first measures to be taken, therefore, if the abominable *Apache* is to be got rid of, is to make it impossible, or at all events extremely difficult, to procure the weapons which render him so dangerous an enemy of society. The Law places certain obstacles in the way of carrying arms, such as placing pocket pistols in the category of "prohibited weapons," the possession of which renders one liable to a heavy fine. But nothing is done to prevent the purchase of such weapons, and gunsmiths' shops are plentiful enough in Paris. The *Apache*, however, buys his revolver second-hand, as a rule. To all intents and purposes, the prohibition to carry arms is a dead letter. It comes into play, more often than not, after the harm is done, and sometimes an honest citizen who uses a revolver or pistol in self-defence is prosecuted by the authorities whose duty it is to protect him. The only way to stop the murderous practices of the *Apache* is to restrict the sale of weapons of all sorts, and the *Surety* or *Secret* Police has prepared draft regulations which, if strictly carried out, would certainly cut off his claws. These regulations provide that any person desiring to carry a weapon of any sort must go to the police commissary of his district and justify his request. If the commissary, after making inquiries, considers that the person may safely be trusted with a weapon, he will deliver a certificate, with a

special note to the effect that the person in question may have need of the said weapon for self-defence. Private individuals would be forbidden to exchange, sell, or even give revolvers to anyone else. If it is desired to make a gift of a revolver, the beneficiary could only accept it after obtaining the certificate from the police commissary. Second-hand weapons could be sold only to a gunsmith. In no case could minors purchase arms. The carrying of a weapon by a person without the right to do so would be severely punished, especially in the case of a second offence. The same provisions would apply to knives, daggers, knuckledusters, and all other dangerous weapons. This measure may seem rather far-reaching, but it is only by the adoption of really stringent regulations that the scourge of the *Apache* will be got rid of. No half-measures to be taken.

THE "PLUVIOSE" DISASTER.

An important discovery has been made with regard to the fate of the crew of the submarine *Pluviose*. Investigation has proved that, at the moment of the collision, short circuits broke out all over the vessel, especially in the central post, where all the cables were found fused, the woodwork of the switchboard charred, and the obolite twisted or broken. Although the rapid invasion of the water must have prevented the fire from being of any considerable duration, the powerful heat may, it is thought, quite possibly have asphyxiated the men in the central post, as well as the officer in charge of the periscope. It is even suggested that the dense smoke might have been the cause of the opening of the forward manhole. All the operations prescribed by the rules for the purpose of causing the vessel to rise had been carried out. It is even open to supposition that the fire broke out before the collision, and that it was this which rendered the crew powerless to prevent the catastrophe. *Le Temps*—which is the official organ of the French Government—points out the precedent of the English submarine *A. I.* to prove that there is nothing impossible in the supposition that the submarine was not under control at the moment of the collision, and that the men in the central post were asphyxiated by a fire. *Le Temps* concludes: "If the fire on the *Pluviose* is a fact, and it is hardly open to doubt, it must have preceded, and not followed the collision, for, given the dimensions of the two wrecks, the invasion of the water was too rapid for it to have been possible to carry out all the salvage manoeuvres throughout the submarine."

DAMAGED CROPS.

Grave anxiety is growing in regard to the grain crops, which have suffered so much of late by the recent thunderstorms. The vineyards have also been greatly damaged. An agricultural crisis is feared.

BRIDGE DEAD.

Bridge is dead—at any rate in Paris. Bridge has died a natural death since the jigsaw puzzle came in. It had already been hard hit by the musical afternoon, to which all hostesses now invite crowds of people, but the ridiculous jigsaw puzzle has put the last nail in its coffin. The number of teachers of bridge on the look out for employment increases daily.

THE BIRTH RATE.

The depopulation question is never at rest in France, but notwithstanding the interest taken by public men, statistics show that the remedy is not yet to hand. During the past week Dr. Lannelongue, who was associated with Gambetta in trying to arrest the depopulation, had a measure before the Senate. According to the eminent doctor, one of the causes is the law of succession, and he wishes to revert to the law as it existed before the Revolution. M. Leroy Beaulieu, of the Institute of France, holds the opinion, which he demonstrates from statistics, that in three generations hence, the population of France, as far as Frenchmen are concerned, will be reduced from 39,000,000 to about 20,000,000, and will have fallen to 10,000,000 in 120 years hence.

THE RUBBER MARKET.

A DISCRIMINATING DEMAND.
The Special Correspondent of the *Evening Standard* and *St. James's Gazette* writing last month on the Rubber market said:—

Shipments of plantation rubber from the East have maintained their usual rate of increase, the total quantity despatched from Ceylon in the first half of the year being about 50 tons, or only about one-fourth of the quantity shipped from the Malay Peninsula. The greater part of the Straits Settlements rubber is now being despatched from Port Swettenham, where better facilities are being provided to cope with the steadily increasing rubber traffic, that port being more favourably situated as regards the plantation industry than Singapore and Penang, and therefore likely to attract more and more of the business. According to a consular report attention is being given to the possibilities which Costa Rica offers for rubber planting on a large scale.

Already there are some plantations there and the prospects are said to be good. It is claimed that the soil and climate of the San Carlos district are ideal for the growth of plantation rubber, the lands there being the richest in the state, and accessible by a good road from the capital city, and by launches of light draught from the Atlantic seaboard by the San Juan and San Carlos rivers. In 1909 65 tons of rubber were exported from Costa Rica, produced entirely from wild rubber trees (Castilla elastica), which are found in great plenty in the forests on the Atlantic slope. It is hardly likely, however, that there will be any important move in this direction, for already capital is being devoted largely to other branches of commercial enterprise.

IN BRAZIL.

So far this month rubber has been coming forward more freely in Brazil, the Para receipts from the opening of the new season on July 1 up to July 13 being no less than 1,420 tons, while during the whole of July last year the total was only 1,400 tons, and in July 1908, 1,310 tons. No doubt some local conditions are responsible for the increase, probably the forwarding of supplies held back at Manaus, which is at a rate which cannot possibly be maintained under current conditions of harvesting, and so on.

A good deal of criticism is still being levelled at wild rubber companies as opposed to plantations, of which is undoubtedly unbiased and more or less well informed, but some of which is also merely prejudice. A favourite argument against wild rubber as an investment

is its cost, which is asserted to be 2s. 6d. a lb., but the wild rubber industry has done very well with rubber at a far less price than it stands at to-day, and in considering the matter it is at least possible that costs may go up in the Middle East. Already some plantation managers there are disturbed at the labour position, as was pointed out in this column last week, and when there is a real difficulty in obtaining full labour equipment the tendency of wages is certainly not stationary.

It will indeed be somewhat surprising if in the natural course of events as at present developing there is not a pretty substantial rise in prices in the Middle East, while considerable outlay is inevitable upon housing accommodation and the provision of sanitation, etc., all of which has been to a great degree overlooked in the past. An active healthy coolie is a valuable asset nowadays on a rubber plantation, while a sickly one is a drag upon the wheel, but it is going to cost money to look after the men properly, and, moreover, the coolies are not so blind to their own interests as not to know when the demand for their services is greater than the supply.

WILD RUBBER.

It is pretty certain that wild rubber is not doomed yet, if its doom depends upon its cost of collection, although this may be, and no doubt is, in excess of that of plantation-grown material. It seems to be the popular notion that all the rubber comes from the Amazon Valley and Para, but this is a mistaken idea. Africa yields a large quantity, and the same is the case with Mexico. Further, it should be remembered that the trees and plants from which wild rubber is obtained grow in their natural habitat, and are therefore free from many of the risks of ill which inevitably attend plantations, and that there is no tapping of immature plants, which is more than can be said of the Middle East.

One more point. It is possible that the plantation industry will develop and thrive in the future in a way fully in accordance with the brilliant promise held out by its start; but time alone will prove this. A little too much is being taken for granted by those who seek to demonstrate that wild rubber is doomed, and if the Eastern industry stays clear of any and every sort of danger, then it will be the only one on record that has done so.

This much at least may be taken for granted—that not every plantation company is going to live up to its promises, and that even if they all did it would be a matter of years before the output of cultivated rubber exceeded that of the wild substance. After all, about 99 per cent. of the world's supplies of rubber to-day are wild and only 1 per cent. plantation. The latter has a long period of development in store for it, therefore, before it knocks out its big rival.

COST OF PRODUCTION.

Harking back for a moment to the cost of production in the Middle East, a remarkable showing is that of the Vallambrosa Company, which, in its annual report, returns this figure at only 8.5d. per lb. for tapping, curing, packing, and transport, against 10.8d. per lb. for the same process in the Malay Peninsula, including extension to planting and upkeep of young rubber, was only 1s. 12d. per lb. Here labour seems to be plentiful, but of course this problem has not to be faced fully just yet.

Some complaints of damage from unskilful tapping are coming in, and in the north of Penang island a lot of trees, it is said, are being spoiled by the system pursued, and a continuance means that all the bark of the trees will be removed, which will render them non-tappable for years to come. The system now condemned is also practised, it is said, in other parts of Penang and the adjacent territories, where natives are in control, the white man knowing better how to proceed and recognising that the work of tapping is skilled labour.

A special commissioner who has been investigating the industry in the Middle East, has been interviewed by the *Ceylon Press*, and has unburdened himself in a pessimistic vein on the labour question in the future. He said that "when the large acreage of the present rubber rubber comes into bearing," the highly capitalised companies will be more disappointed than even the wisest prophets at present appear to anticipate. He pointed out, for instance, that accepting the current estimate, that two coolies per acre will be required for estates in full bearing, the Malacca Rubber Plantations will require for the 15,000 acres under rubber, 30,000 coolies, and other estates in proportion. A scheme to supply the necessary labour seems to have fallen through, owing to the Viceroy's advisers not agreeing with it. It was proposed to offer lands for the labourers to settle down on after three years' work, but it was pointed out by the authorities that the Government were not people who emigrated, and that under the circumstances the Government of India did not see their way to supporting the proposals.

A NEW FUNGUS.

The few authorities have been appealed to in connection with a new fungus which is attacking Para rubber trees in the Federated Malay States, and have diagnosed the samples sent them as a hitherto undescribed species. The fungus was first discovered on dead Para trees. One tree about 25 years old and 2 ft. through died suddenly, and the fungus appeared on it several weeks later. Then the next tree to it died, and on it, too, eventually appeared the fungus *Dutula castanea*, which is in the form of a crust, hard, black, and rather brittle. The trees attacked by this were, upon investigation, found to have had their roots partly standing in stagnant water carrying decaying vegetable matter, so that probably heavy accumulations of water were the cause. Dr. Frain, of Kew Gardens, is reporting upon it, stating that he "did not like the look of the thing at all." In all probability, however, this, like other pests, can be outflanked by careful cultivation.

The European markets seem likely to have a competitor in respect of rubber auctions, for it is seriously contemplated holding fortnightly sales in Colombia. The various Colombo estate agencies have been approached as to whether their support could be relied upon, and the *Ceylon Observer* understands that they are practically unanimously in favour of the new departure.

UNITED STATES IMPORTS.
The United States imports of indiarubber in April were 6,683,223 lbs., against 7,603,110 lbs. in April, 1909, making the total imports for the ten months of the financial year 90,055,435 lbs., against 75,747,099 lbs. in 1909 and 47,376,435 lbs. in 1908. The value of the imports for the ten months of 1910 is \$90,217,431, or just about \$1 per lb., against \$80,514,973 or 68c. per lb. in 1909, and \$28,512,239, or say, 60c. per lb. in 1908. These import figures reflect the extent to which consumption across the Atlantic has increased during the past three years, and the 1910 returns are so large as to suggest that stock must have been provided against contingencies, which, indeed, seems likely to be the case, judging from the recent indifference of American buyers in the European markets.

The Dunlop Company have reduced the price of motor cycle tyres to the rates which prevailed prior to the boom in rubber earlier in the year, the reduction applying to the Warwick and Cambridge types, as well as to Dunlops.

THE NEW SPIRIT IN CHINA.

SIR ROBERT BREDON'S VIEWS.

Sir Robert Bredon, who, from the date of Sir Robert Hart's leaving in 1908 until the middle of April last, acted as Inspector-General of the Chinese Maritime Customs, is now in England, and recently had a conversation with representative of the *London Morning Post* on the subject of Chinese affairs. Although Sir Robert Bredon has retired from the position on the Chinese Board of Customs Control, created in 1906, to which he was appointed by the Chinese Government on his removal from the Acting Inspector-Generalship of the Maritime Customs, he will nevertheless return to Peking to take up a new post in the service of the Chinese Government.

PROVINCIAL ASSEMBLIES AND FINANCE.

The larger portion of Sir Robert Bredon's conversation with the representative of the *Morning Post* was devoted to a consideration of the new Provincial Assemblies started last year and to the prospects of the Constitution, the completed development of which an Edict of the new reign has promised for the year 1917. Sir Robert Bredon remarked in regard to the Assemblies—a feature which, it may be noticed, has been remarked by almost every observer—that their development has been almost perfect. They are, he said, taking up business earnestly, and are admirably ordered. They are, in present circumstances, in their Constitution. The point of interest in regard to them, and one which has been emphasised by their opposition to the taxation proposals of the Central Government, is whether their ultimate tendency will be to provide the Central Government with that added strength which it so much needs, or to further weaken it. "Will they," said Sir Robert Bredon, "make for Hanoi or for control?" At present the Chinese financial administration is really provincial, but the independence of the Provincial officials is diminished by the centralised scheme of finance, by which, theoretically at least, they are controlled. "There has been much loose talk," said Sir Robert Bredon, "about Chinese finance and its reform. This finance reform must be carried out by China herself on her own lines. She may accept sympathetic assistance, but anything like interference is sure to be resented. The Chinese as little as anybody else like advice from savants of dictation. The talk of internationalising Chinese finance is absurd. Quite apart from Chinese mistrust there would be constant international jealousies and the personal jealousies of the international agents to prevent the effective carrying out of the work in detail and over the enormous areas of territory controlled by the same few Chinese financiers in the hands of any point of view, it is impossible. The talk of export financial aid is also, in my opinion, purely visionary. The man who accepted such work would have to be an expert financier, but who could you find an expert financier who also possessed an adequate knowledge of Chinese conditions, financial and social? And where would bond owners be while a foreign financier was trying to impress some new Occidental system on nineteen semi-independent financial organisations, such as the Chinese provinces? What China wants is to be let alone, and not distracted by advice which she will not accept, unless it be sympathetically given and which she will resent if it savours of either dictation or interference. Much of the foreign diplomacy is in connection with questions which tend to make difficulties between the Central Government and the Provinces, and to force conflicts. The Central Government must increase its control over the Provincial Governments, and gradually China's policy in dealing with, what one may call 'his Majesty's Opposition' for want of a better term, is to reach common accord by conciliation and compromise rather than by either moral or material force."

"It is curious," said Sir Robert Bredon, "how little foreigners realise the Chinese character. A prominent Chinese official remarked to me not long ago: 'It is quite extraordinary that some of your people can come here and spend several decades and in the end know little more of us than when they came.' What China feels is that foreign interference is unsympathetic and unrecognising of the national Chinese difficulties. Unfortunately the last lot of European diplomacy consisted of pushing claims, and not always spotless ones. I once put this problem to an English official: 'Suppose,' I said, 'a certain claim, instead of being against the Chinese Government had been against one of our Colonial Governments and had been taken to the Judicial Committee of the Privy Council instead of to the Foreign Office, what effect would the result have had on the diplomatic situation?' It was a new way of putting the case, and naturally he was undecided, although he thought the result would have been the same. If he could have been sure I should have been pleased to know it."

THE CONSTITUTIONAL PROGRAMME.

In regard to Constitutional Government Sir Robert Bredon said:—
"The Government has committed itself to a policy which, I believe it intends to carry out at the time originally indicated, neither hastily nor delayed. The whole system is to be complete in 1917. In the interim the administrative system is to be thoroughly reorganised. An Imperial Assembly, to which the nominations have already been made, and which will eventually become the Upper House or Senate in the new Government, will meet shortly. The preparation of the Constitutional movement is in the hands of Prince Pu-luen, he is working on it industriously and conscientiously, and I believe with the most honest desire to make it a success. He is a close relative of the Emperor and Regent, has travelled abroad, is much in touch with foreigners, and I know no man in whose hands such work could have been better placed. The building the Senate is to occupy has been commenced from designs furnished by a German architect, and it promises to be an admirable addition to the many new foreign buildings already put up as public offices in Peking."

"Many people," added Sir Robert Bredon, "think the step has been too soon and hurriedly taken, and that more preparation was needed. There is much to be said, however, for verbally consenting the Chinese Government to a policy first and carrying it out afterwards, adding the necessary betterment as experience may show such to be desirable. That is one way of meeting opposition, which one cannot suppress. Nowhere does the *fait accompli* play the rôle of the steam-hammer more successfully than in China."

RECENT CHINESE POLITICS.

Sir Robert Bredon alluded in the course of conversation to many points connected with recent Chinese development. In regard to the whole question of foreign influence, he was very strongly of opinion that the day had gone by when China would any longer consent to be led by the leading string of any European Power. China is awakening, and all

through the country there is a new heaven which in the long run will inevitably make for independent growth. Already it is showing itself in new educational methods, in the development of a new military organisation, in the desire to control railway construction, even if the money be obtained from foreign sources, in the demand for new political institutions, in the attempted suppression of the opium trade, and in a thousand other ways. The Power which in the future will possess the most influence in Peking will be not the Power which adopts methods of "bluff" and "bribe," but the Power which knows how to conduct and respect the spirit of compromise, which is the most striking feature of the Chinese temperament. The great coup recently made in the loan for the Hsueh Han Railway by the German Representative has been due in very large measure to the quiet, unassuming, and polite but none the less knowledgeable and business-like methods by which the work has been characterised. In regard to the English prospects, Sir Robert Bredon considered that the Anglo-Japanese Treaty, which is intended to influence the Chinese view of English diplomacy. The Treaty certainly must have some influence in forming the Chinese estimate of what British action will be when the interests of China and Japan in the Far East conflict and Great Britain may feel called upon to intervene. As regards Manchuria, the opinion of local Englishmen in China seems to be that the Government accepts the closure of Manchuria to British enterprise as a necessary sacrifice of its Russian and Japanese policy and obligations. Sir Robert Bredon did not think that the Imperial Edict published last May for the establishment of a new and uniform Chinese currency represented a project altogether practicable in its present crude form. Reform was badly needed, but he rather doubted whether the new proposal would not make exchange difficulties, not necessarily, however, insurmountable. In regard to the suppression of the opium trade, Sir Robert Bredon thought there was no doubt that the Chinese Government was in earnest, and he did not think the dictum that had been given by any *arrivés* concerned with the establishment of a Government monopoly in the opium trade. None the less he sympathised with the Hongkong authorities, who derived a revenue of £160,000 or £180,000 annually from the trade, and saw no prospect of an alternative source of taxation likely to bring in anything like that amount. As to the recent rumours of a possible anti-Manchu and anti-foreign revolt having for its centre the province of Hunan, Sir Robert Bredon said the whole subject was one he could express no opinion on, as he has no definite knowledge. The Chansu riots were largely attributed to the scarcity of rice, and he had no doubt that the anti-foreign element in the rising was to some extent produced by the clause in the McKay Treaty of 1902, which compelled the provincial authorities to give twenty-one days' notice before they prohibited the export of grain. The clause was inserted in the interest of British shipping lines which had often been put to the expense of sending their vessels up to Chinese ports only to find that the export had been summarily forbidden, and that the expense of the voyage had been incurred to no purpose. Sir Robert Bredon sympathised with the Chinese provincial authorities, who in large areas possessing only primitive means of transport it is absolutely necessary in times of famine to regulate the distribution of the staple means of subsistence.

The Chinese army was developing as far as funds allowed, but not, Sir Robert Bredon had heard, quite so rapidly during the last two years as in the earlier period. Yuan Shi-kai's removal from Tientsin and subsequent retirement to private life had possibly given a set-back to the movement. He was a man possessed with the military idea as known to Europe, and although impulsive he possessed zeal and genuine qualities of leadership, and has a strong character. However, Sir Robert Bredon thought his departure from Peking almost in the nature of the inevitable once the old Empress Dowager had gone.

HOME CRICKET.

THE COUNTY CHAMPIONSHIP.

The position of the counties on the 1st inst. is given below:—

	P.	W.	L.	D.	P. cent.
Kent	17	13	2	2	76.47
Middlesex	13	7	2	4	53.84
Hampshire	16	8	6	2	50.00
Yorkshire	18	9	4	5	50.00
Surrey	18	9	6	3	50.00
Gloucestershire	20	10	4	6	50.00
Sussex	16	7	7	2	45.75
Essex	10	4	4	2	40.00
Northamptonshire	13	5	5	3	39.46
Leicestershire	11	4	7	0	36.36
Nottinghamshire	14	5	3	6	35.71
Gloucestershire	13	3	7	3	23.76
Warwickshire	16	5	8	5	18.75
Worcestershire	13	2	5	6	15.38
Derbyshire	14	2	10	2	14.28
Somerset	12	0	11	1	—

THE AVERAGES.

The leading averages are given below:—

	No. of batsmen	Times not out	Total runs	Avg. per innings	Avg. per 100 balls
Batting.					
J. T. Tyldesley	34	2	1,642	158	51.31
Mr. K. L. Hutchings	25	2	1,097	144	47.69
Mr. C. J. B. Wood	25	1	889	99	44.40
Mr. A. Hartley	37	1	1,310	209	69.69
Mr. H. K. Foster	18	0	714	126	39.66
Mr. A. C. Johnston	22	4	712	130	39.55
Payton	24	3	804	104	38.28
Tarrant	27	2	950	142	38
Arnold	24	1	860	115	37.39
Coe	22	1	782	156	37.23
Hirst	40	4	1,314	158	36.50
G. Brown	25	5	647	106	35.94
Mr. G. J. Jessop	25	2	764	167	35.50
Mr. A. O. Jones	25	0	897	121	35.88
Hirst	27	4	822	111	35.74
Langdon	25	0	928	156	35.69
Mr. V. L. Hoeman	24	2	783	115	35.59
Mr. R. B. Haygate	30	3	946	124	35.03

*Not out.

Bowling.

	O.	M.	R.	W.	A.
W. C. Smith	948.5	284	2,082	169	12.31
W. H. Bailey	512.2	132	1,246	96	12.97
W. H. Bailey	721.3	203	1,628	141	13.1
J. T. Hazen	407	126	853	64	13.32
Hirst	622.2	155	1,445	98	14.74
Dean	801.2	226	1,780	117	15.21
Mr. P. R. Le Conteur	207.4	49	1,041	67	15.53
Thompson	608.5	152	1,634	103	15.86
Rhodes	381.3	87	1,045	65	16.07
W. Mead	458.2	116	1,047	65	16.10
Hirst	419.2	92	1,016	63	16.12
Fletcher	346.2	78	942	58	16.24
Fairweather	376	72	1,077	65	16.56
Newman	246.4	60	626	37	16.91
Tarrant	698	136	1,320	113	16.99
Tarrant	550.3	107	1,225	72	17.01

JADEITE IN BURMA.

THE TRADE WITH CANTON.

In the review of mineral production of India in 1904-08, the following appears as to Jadeite: The mineral jadeite, like the true jade (nephrite) with which it is often confused, is especially prized by the Chinese, and the quarrying of the mineral forms quite an important industry in Upper Burma. Some of the mineral raised passes by the overland route into Yunnan, but most of it finds its way down to Bangkok, whence it is exported to the Straits Settlements and China. The average annual export during the period under review was 3,911 cwt., as compared with an average figure of 3,470 cwt. for the period of the previous review. The prices paid for rough stone vary too much to permit of an average figure being given, but from the export values declared it is seen that the value so determined has averaged £17.68 per cwt. during the five years under review, showing a considerable increase as compared with the average value for the previous six years, namely, £11.94 per cwt.

Amongst prehistoric relics found in various parts of the world, both nephrite and jadeite implements and ornaments are widely distributed, and an admiration for the beauty of the stone, descended from a belief in its magical properties, maintains the value of the mineral in the eyes of the Chinese, who are the chief buyers, and to whom the different varieties of both minerals, and possibly some others, are known under the general name of jade. The softer, serpentine mineral known as nephrite passes on the North-West Frontier under the name Sangi-yoshim, and though its characters are unmistakably distinct from those of nephrite and jadeite, it is evidently regarded as a poor variety of jade. Two distinct minerals are included in the term jadeite or jade, namely, the true jade or nephrite, which is a

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12. Telegraphic Address: Press Office: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of FIFTEEN CENTS per Share for the Six Months ending 31st June, 1910, will be Payable on the 12th day of September, 1910, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th day of September, 1910, both days inclusive. SHEWAN TOMES & Co., General Managers. [986] Hongkong, 25th August, 1910.

BEKANNTMACHUNG.

DIE Verordnung des Kaiserlichen General-Konsulats in Shanghai vom 27. Juli d. J. betreffend die Einfuhr von COCAIN in seinen verschiedenen Verbindungen sowie der zur Anwendung von COCAIN dienenden Instrumente (abgedruckt im "Ostasiatischen Lloyd" Nr. 30 vom 29. Juli und in dem "North-China Daily News" vom 28. Juli d. J.) wird hiermit auf Grund des § 51 des Gesetzes über die Konsulargerichtsbarkeit vom 7. April 1900 für den Amtsbezirk des Kaiserlichen Konsulats Pakhoi-Hoihow, umfassend die Praefekturen Lichow, Chienchow, Lienchow und Kachow in der Provinz Kuangtung, die Subpraefektur Füllinchow in der Provinz Kuangsi sowie die Insel Hainan, in Kraft gesetzt.

DEK KATSEERLICHE KONSUL
Da MERKELINGHAUS.
Pakhoi-Hoihow, den 12. August 1910. [981]

THE HASTINGS SHINGLE MANUFACTURING CO., LTD.

BRITISH CANADIAN LUMBER CO., LTD.

VANCOUVER LUMBER Co., Ltd.

ORIENTAL REPRESENTATIVE:

P. KEITH MACKEDIE,

THIRD FLOOR,
HOTEL MANSIONS,
HONGKONG.

NOW OFFERING
BRITISH COLUMBIA
FIR LUMBER

IN ALL SIZES, LENGTHS, AND GRADES.
Hongkong, 26th August, 1910. [982]

HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Grills for next RACES are requested to Notify the Undersigned before SATURDAY, 27th August, 1910.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 26th July, 1910. [865]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House, on WEDNESDAY, the 31st August, 1910, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 22nd August, 1910. [968]

VIENNA CAFE CO. (1910) LIMITED

(RECONSTRUCTED).
QUEEN'S ROAD CENTRAL,
(Opposite Post Office).

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)
AFTERNOON TEAS, COGS, LIGHT REFRESHMENTS.
SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.
AN EXTENSIVE MODERN BAKERY.
A FRENCH CHEF.
Hongkong, 23rd July, 1910. [974]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of
SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,
SIEMSEN & Co.
(Machinery Dept.), Hongkong.

7481

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND Declared for the Half-Year ending 30th June, 1910, at the Rate of TWO POUNDS STERLING Per Share of \$125, is Payable on and after MONDAY, the 22nd August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STABB,
Acting Chief Manager.
Hongkong, 22nd August, 1910. [967]

CHINA SUGAR REFINING CO., LTD.

NOTICE.

IN Accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have This Day Declared an INTERIM DIVIDEND of 5% for the half-year ending 30th June, 1910, on the Paid-Up-Capital. DIVIDEND WARRANTS, Payable on TUESDAY, the 30th August, 1910, will be issued to Shareholders on application. The TRANSFER BOOKS of the Company will be CLOSED from 17th to 30th August, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 12th August, 1910. [936]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN

that a MEETING of the Directors of this Company, held at No. 64A, Bonham Strand West, Victoria, Hongkong, on THURSDAY, the 4th day of August, 1910, a call of Twenty-five Dollars (\$25.00) Hongkong Currency per share was made on all Shares of the above Company and it was determined that such call should be paid on or before MONDAY, the 17th day of October, 1910, to the undersigned, LEUNG KIN ON, a Director of the Company, at the Registered Office of the Company, No. 64A, Bonham Strand West, Victoria, Hongkong. In default of payment, interest at the rate of \$1.50 per centum per annum will be charged from the 17th day of October, 1910, until the said call is actually paid as provided in Article No. 25 of the Articles of Association.

By Order of the Board of Directors,
LEUNG KIN ON,
General Manager.
Hongkong, 15th August, 1910. [942]

FOR SALE

FOR SALE.

REMAINING PORTIONS of MARINE LOTS 31 and 35, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., Ltd.,
Engineers, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1905. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.
PRICE - - - - \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

CHEESE

CHOICE

CANADIAN STILTON.

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

42

CRACA & CO.

27, DES VOUX ROAD.
Dealers in

ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited. [789]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907 [546]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS.

January to June, 1910. With Index. Price, \$7.50.
On sale at the "Hongkong Daily Press" Office.
Hongkong, 30th June, 1910.

AUCTION

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY.

THE Undersigned will Sell by PUBLIC AUCTION, On THURSDAY, the 8th SEPTEMBER, 1910, at 12 o'clock (Noon), at his Sales Rooms, Duddell Street,

IN ONE LOT.

All those pieces or parcels of ground situate at Kowloon Point and registered in the Land Office respectively as THE REMAINING PORTION of SECTION "A" of KOWLOON INLAND LOT No. 441, and THE REMAINING PORTION of SECTION "B" KOWLOON INLAND LOT No. 441, with the European Dwelling House thereon known as "GLENTHORPE," Kimberley Road.

The Property is held for the residue of the term of 76 years from the 24th June, 1888, created by the Crown Lease of Kowloon Inland Lot No. 441.

Total Area 26,738 square feet.

Total annual Crown Rent \$128.22.

For further particulars, Conditions of Sale and inspection of plans, apply to

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 25th August, 1910. [977]

GENTLEMEN: WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK of Gentlemen's & HOSE (SOCKS) assorted Shade and Designs, also HOBBS GARTERS, BRACES, SCARF PINS, STUD and SLEEVE BUTTONS, Best Quality of PEARL BUTTONS, WAIST COATS and COATS, FANCY NECK TIES and SCARVES, DRESS TIES, Black and White, HANDKERCHIEFS, PLAIN and EMBROIDERED COTTON and LINEN, DRESSING HAIR BRUSHES and COMBS, &c., &c.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 18th July, 1910. [707]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1905. [545]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.
Pongkong, 6th March, 1907. [33]

DAVID COSSAR & SON'S

MERCHANT NAVY BOILED LONG FLAK RELIANCE ORWN TABPAULING

ARNHOLD, KARBBERG & CO
Sole Agents.
16351

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515. [496]

TO LET

TO LET.

No. 41, WYNDHAM STREET.

Immediate Possession.

Apply to—
H. M. H. NEMAZEE.
Hongkong, 19th August, 1910. [957]

FURNISHED SUITES.

DRAWING ROOM, BED ROOM and BATH, with Board. Tennis Court. To be Opened October 1st.

Apply—
Mrs. OUTERBRIDGE,
5, Knutsford Terrace, Kowloon.
Hongkong, 19th July, 1910. [841]

TO LET.

AT THE PEAK.

THE FIVE-ROOMED HOUSE, known as "Biston," situate on Plantation Road. For Particulars apply to

DENNYS & BOWLEY.
Hongkong, 9th August, 1910. [922]

TO LET.

A HOUSE, in Knutsford Terrace.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1910. [325]

TO LET.

ELEGANTLY Furnished, from middle of October, the SEVEN-ROOMED HOUSE known as "ALVADENA," Barker Road, the Peak. Kitchen (Garden, Lawn, &c. Rent \$300 per month.

For particulars apply to—
DEACON, LOCKER & DEACON,
Solicitors, 1, Des Voux Road Central.
Hongkong, 22nd August, 1910. [969]

TO LET.

No. 16, WYNDHAM STREET. From 1st September, 1910.

Apply to—
E. A. & C. P. DE CARVALHO,
14, Arbuthnot Road,
Hongkong, 8th August, 1910. [913]

TO LET

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1910. [38]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 45, Yau-mat, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [790]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—
ARRATOUN V. APCAR & Co.,
14, Des Voux Road, Central, 1st Floor.
Hongkong, 28th July, 1910. [875]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING.

No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seamen's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th August, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 2nd February, 1910. [151]

TO LET.

1st SEPTEMBER.

BOWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1910. [781]

TO LET.

No. 3, GOUGH HILL (104A, THE PEAK), Partly Furnished.

Apply to—
S. J. DAVID & Co.
Hongkong, 12th August, 1910. [782]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 8th March, 1910. [95]

TO LET.

No. 2, HOLLYWOOD ROAD.

No. 2, OLD BAILEY. Immediate Possession.

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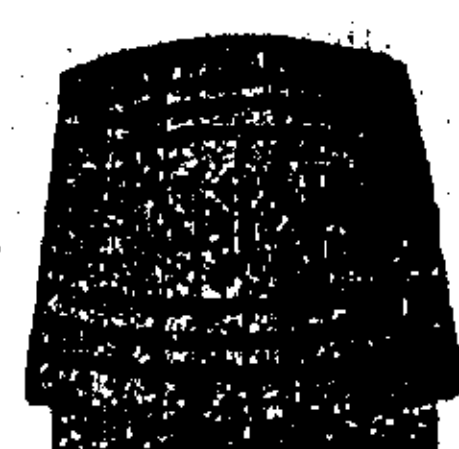
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Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.
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A TALK WITH EDISON.

ABOUT THE FUTURE OF FLYING MACHINES.

AMAZING TALKS OF SOME OF HIS INVENTIONS.

A fascinating interview with Edison, the great American inventor, appears in *Mussey's Magazine* for July. Sixty-four years of age and still hard at work, Edison has crowded into his life a unique record of public utility and invention. Here is the way in which experiments with the telephone led him to the invention of the phonograph.

AN HISTORIC EXPERIMENT.

"Edison, Bell, and Gray had been working on a new kind of telegraph. They were trying to do away with the clicker at each end of the wire by substituting tuning-forks, which would send sounds that meant letters. They were experimenting with diaphragms stretched near small box frames. Edison noticed that the sound waves produced by his vocal chords greatly agitated the diaphragm. Possessing for a moment the dash of spirit, he rigged up little paper figures of men and women. The diaphragm made them dance.

"Quite accidentally Bell discovered that he could hear his assistant's voice over the wire. That ended the experiments with the new telegraph, and with the telephone discovered by Bell, it looked for a time, as if the dancing paper dolls would constitute about the only pleasure that Edison would derive from the experience, though he afterwards made the telephone a commercial success by inventing the first transmitter.

INVENTING THE PHONOGRAPH.

"However, the dancing of the paper dolls made Edison think. The power of the voice to agitate the air had been visualized. What could he do with this power?"
"In those days," said Edison, "my assistants were working by the piece, and it was my custom, when I sketched out a design for a model, to mark on the sketch the price I was willing to pay for making the model. So I sketched out my idea of a talking-machine, marked 'fifteen dollars' on it, and gave it to a man."

"What's this for?" he asked.

"Oh, that's a machine to talk," I replied.

"Word that I was working on a talking machine went quickly around among the hundred employees in the laboratory, and soon the place was buzzing with it. The following day the man brought me the finished model, and pretty nearly everybody in the laboratory came with him to deliver it. It's wonderful how working men become interested in inventions. When I finished the electric light, I discharged fifty men laborers—had no further use for them—but they wouldn't quit; stayed right along just the same.

AN AMAZED CROWD.

"So, when they all gathered around me, I said to the man who made the model:

"Bill, get me a little tin-foil now, and we'll make this thing talk."

"I wrapped the foil around the cylinder, placed the needle of the diaphragm against it, and shouted into the funnel what were to be the first words ever spoken by a machine:

"Many had a little lamb;
Its fleece was white as snow,
And everywhere that Mary went
The lamb was sure to go."

"This done, I set the needle back where it started, turned the cylinder with a crank, and the machine repeated what I had said so perfectly that everybody could hear it. I never saw such an amazed crowd of men.

PHONOGRAPHS & STENOGRAPHS.

"I tried the best I could," said Edison, "to make phonographs supplant stenographers, but I couldn't do it. The stenographers themselves beat me. They would get the machine out of order and declare that it wouldn't work. Business men believed them, and for more than fifteen years the phonograph lay practically dormant.

"Ten or twelve years ago we made a record of a song. I don't know how we came to do it—I have forgotten. But the song was reproduced so well that I got an idea. I said to myself: 'If I can't make people use the phonograph in their business, I will see if I cannot make them use it for their pleasure.'"
"So I hired a few singers, and made some song records. I was not long left in suspense. The songs caught on at once. The phonograph, after fifteen long years of waiting, had arrived. New phonographs are sold by the thousands all over the world. The patents have expired, and anybody can make them. Of course, every manufacturer has a few patented features of his own, but the principle of the machine is the world's property. And now that the phonograph has made good in a field for which it was not intended, it is working its way into the field for which it was originally designed. Thousands of business men are dictating their letters to talking-machines.

EDISON INVENTS THE INCANDESCENT LIGHT.

"The fact that I know so many things that will not work never helped me more than it did when I was inventing the incandescent electric light. I wanted to turn a current of electricity upon some substance of great resisting power that would not burn. I ran over in my mind the many things that might be used, and determined to try carbon. The carbon must be shaped like thread, so I made up my mind to use thread. I took a piece of Clark's cotton—'O. N. T.'—as it used to be called—looped it around in a ball as it ought to be, burned it to an ash without breaking it, exhausted the air, and turned on the current. Instantly there was light—three or four candle-power.

"The minute that light shone, I had proved the feasibility of what I was trying to do—drive the big air-light into a greater number of small lights. Brush, of Cleveland, had invented the air-light, but everybody said a small electric light could not be made.

THE PROBLEM OF CARBON.

"The next question was how long my small light would burn. My assistants and myself sat down, the glowing bulb, determined not to leave it until it should glow no more. We sat there all night. Still it was burning. We sat there all day. The light shone on. During the next night we made a pool on how long it would last. It did not go out until the following morning.

"Then I knew that, while carbon was the proper material to use as a film, thread was not the best substance of which to make the carbon. I wanted to make a commercially successful electric light. A lamp that would burn only forty hours could never displace gas.

"It struck me I could make a better carbon by burning the sort of bamboo that is used for fish-poles. I sent for a pole and tried it. The carbon was even a greater success than I had dared to expect. The lamp burned for more than a week. I sent telegraphic orders to buy all the bamboo fish-poles on the market. Within the week I had four thousand dollars' worth of poles piled up in various cities throughout the country.

A WORLD-SEARCH FOR BAMBOO.

"But I didn't stop at that. I at once sent men to scour the world for the best kind of bamboo. I sent one man to Ceylon, another to

China, another to Japan, two to South America, and one to the West Indies. Each of these men had exact information with regard to the kind of bamboo I wanted, and each carried a microscope with which to examine such samples as might be placed before him.

"The man I sent to Japan found the material that was most nearly suited to my needs. He ran across a Japanese who had something like a hundred and fifty acres set out to bamboo. This Japanese was a very intelligent man, and the next year he undertook, by crossbreeding, still further to improve the quality of his poles. Within four years he produced bamboo that was perfect.

"These Japanese are a wonderful people, and the fruits of skill are great—but wait!"

"That Japanese must be a very rich man now, isn't he, after having had your trade all these years?" I asked.

"As Mr. Edison does not hear well, it was necessary to repeat the question. When he did hear it, he laughed.

"Not that I know of," he replied. "We didn't buy from him very long. I invented a cheaper way of producing carbon, and bamboo fish-poles are again used chiefly for fishing purposes."

EDISON'S HARDEST BATTLE.

"The discovery of a satisfactory material for films did not, however, complete the invention of the electric light. The light was in existence, but no way had yet been devised to use it. There was no such thing as a meter to measure the current, and none of the equipment that is to-day a matter of course. All this Edison had to devise and introduce.

"The invention of the light," he said, "was really the smallest part of the task. Altogether it took me two years to put the light on the market. We worked night and day. Everybody worked. My laboratory was then at Menlo Park, and all of us slept in it. There were a hundred of us, many of whom were common laborers. Everyone was called after he had slept four hours. Everyone worked a twenty-hour day. Even the common laborers did. Complain? Not much! They were as much interested in the light as I was. We were a jolly crowd. I had an organ brought to the laboratory, and we listened to music as we worked. Oh, those were great days!"

"For some reason, I wouldn't want to live there over. Never, before since, was I compelled to put up such a fight. The companies, all over the country, were determined that I should not succeed. They had a tremendous investment that they believed would be ruined unless I failed. Even now, I should not like to tell of the things they did."

GAS FIGHTS ELECTRICITY.

"One of their hired liars over-stopped himself a little, and was really responsible for the increased efficiency of my light. He ridiculed me in a particularly offensive way, and pook-pooked the idea that a small incandescent lamp could ever be more than a toy. I read what he said at a time when I thought I had made the light as good as I could. What he said made me so angry that I tackled the job again. I said I would make that light so good that none could dispute its merits. I did too. I improved the light after I thought I had finished it. That follow, by producing me on, performed a real service for mankind."

"Mr. Edison had some very interesting things to say of the future of the flying-machine. 'I am suspicious of the type of flying machine that is now in use. Flying-machines have developed too rapidly—too easily. I believe the flying-machine is destined to revolutionize our methods of communication and transportation. I believe that within ten years it will be carrying mails and a few passengers—but not in its present form. Now it is a machine for sport. Flight is seventy-five per cent. a matter of machine and twenty-five per cent. a matter of man. The man ought not to figure so much. The machine should be so efficient, so easily controlled, that any man of ordinary intelligence could quickly learn to operate it.'

THE FUTURE FLYING MACHINE.

"I believe the present machines are built on the wrong principle. They can't lift themselves. It is necessary to propel them along the ground until the resistance of the air against their planes causes them to rise. I believe a flying machine can be built, and will be built, within ten years, that will lift itself and go off to its destination in all kinds of weather at the rate of a hundred miles an hour. It doesn't take long to perfect an invention after it is once started. Look how quickly the perfect automobile came. The Wright Brothers have made a fine start, and are entitled to all credit for having made it, but the finish is yet to come.

"With increasing brain power Edison believes that the world will develop infinitely better inventors than those of to-day.

LATEST STEAMER MOVEMENTS.

The Bank Line Ltd.'s str. *Suvaric* sailed from Moji on the 25th instant morning, and is due at this port on the 29th instant p.m.

The Shire Line str. *Glanvynish* left Singapore for Hongkong on the 24th inst., and may be expected here on or about the 29th inst.

The C. P. & S. Co.'s str. *Yokohama* arrived at Kobe at 11.30 a.m. on the 25th instant, and left again at 4 p.m. same day for Yokohama, where she is due to arrive at 2 p.m. on the 26th inst.

The P. & O. S. N. Co.'s str. *Nere* is expected to arrive at Penang on the 28th instant, at 6 a.m.

NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.



BEWARE OF IMITATIONS.
THE SAME TODAY AS IN 1745.
UNVALUED FOR 150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

NOTICES TO CONSIGNEES**NOTICE TO CONSIGNEES.**

KA-24 Chests Persian Opium ex s.s. "KOLO" and s.s. "DEVANHA," arrived August 3rd, 1910.

CONSIGNEES are hereby notified that these chests are lying in the Kowloon Godowns unclaimed at their sole risk and expense, and are requested to present their Bill of Lading for countersignature, to enable them to take delivery of the goods without further delay.

E. A. HEWETT,
Superintendent,
P. & O. S. N. Co. [958]

"MOGUL" LINE OF STEAMERS.**NOTICE TO CONSIGNEES.**

S.S. "LOTHIAN,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 2.30 p.m.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 20th August, 1910. [963]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th Aug. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th Aug., at 3.30 a.m.

All Claims must reach us before the 4th Sept., or they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 23rd August, 1910. [5]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENAYON."

Capt. B. Woolfenden, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 26th instant, at 3 p.m.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 20th August, 1910. [964]

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVELLI."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th inst., at 6 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 a.m. on the 27th inst. No Claims will be admitted after the Goods have left the Godown, nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 22nd August, 1910. [971]

FROM EUROPE.

THE H.A.L. Steamship

"HELLAS."

Captain Vogeler, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd Aug. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th Aug., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Graf Waldersee" from New York.

Ex s.s. "Goteborg" from Goteborg.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 22nd August, 1910. 1970

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3.30 a.m.

All Claims must reach us before the 3rd Sept., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 22nd August, 1910. [5]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O

Cutler, Palmer & Co.'s

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 1st Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 3rd Sept.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA	About 7th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ and YOKOHAMA	NOBE	About 8th Sept.	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 26th August, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 28th Aug., 8 P.M.
CHEFOO & TIENTSIN	"KUEICHOW"	On 29th Aug., 4 P.M.
MANILA	"TEAN"	On 30th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKPOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug., 3 P.M.
CHEFOO & NEWCHANG	"NANCHANG"	On 3rd Sept., 4 P.M.
DIRECT SAILINGS TO WEST RIVER	SS. "LINTAN" and SS. "SANUI"	Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHEYAN," "CHINUIA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 25th August, 1910.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 26th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 26th Aug., 3 P.M.
MANILA	"YUENSANG"	Friday, 26th Aug., 4 P.M.
SHANGHAI	"WAHSING"	Sunday, 28th Aug., 8 P.M.
SANDAKAN	"MAUSANG"	Monday, 29th Aug., 5 P.M.
TIENTSIN	"CHIPSING"	Tuesday, 30th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 2nd Sept., 4 P.M.
SHANGHAI, KOBÉ & MOJI	"NAMSANG"	Monday, 12th Sept., Noon.

RETURNS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUMSANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sd. Exh. 4.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.
Hongkong, 25th August, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 26th Aug., at 10 A.M.
"HAITIAN"	Capt. J. W. Evans	TUESDAY, 30th Aug., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 2nd Sept., at 10 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 28th Aug., at 11 A.M.
		WEDNESDAY, 31st Aug., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.
Hongkong, 25th August, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBÉ	"TRANQUEBAR"	On 10th Sept. 1910

For Further Particulars apply to
MELCHERS & CO., AGENTS.
Hongkong, 18th August, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBÉ & YOKOHAMA:	FOR HAYRE & HAMBURG:
S.S. AMBRIA ... 26th Aug.	S.S. SAXONIA ... 27th Aug.
S.S. ALESIA ... 8th Sept.	S.S. SAMBIA ... 3rd Sept.
S.S. C. FERD. LAEISZ 22nd Sept.	FOR HAYRE & HAMBURG:
S.S. SENEGAMBIA ... 7th Oct.	S.S. SPEZIA ... 12th Sept.
S.S. SUEVIA ... 20th Oct.	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. LIBERIA ... 14th Sept.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BADENIA ... 28th Sept.
	FOR MARSEILLES & HAMBURG:
	S.S. AMBRIA ... 1st Oct.

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong, 24th August, 1910. Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).
1910.
S.S. BUYO MARU ... 10,500 tons gross ... Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 " " " " Dec. 21st, at Noon.

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
Hongkong, 6th July, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HITACHI MARU KANAGAWA MARU MIYAZAKI MARU	7,000 7,000 9,000	WEDNESDAY, 31st Aug., at Daylight THURSDAY, 8th Sept., at 5 P.M. WEDNESDAY, 14th Sept., at Daylight
VICTORIA B.C. & SEATTLE	SALO MARU	7,000	SATURDAY, 10th Sept., from KOBÉ.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU INABA MARU	7,000 7,000	TUESDAY, 13th Sept., at 4 P.M. TUESDAY, 11th Oct., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU YAWATA MARU	6,000 5,000	FRIDAY, 2nd Sept., at Noon. FRIDAY, 30th Sept., at Noon.
NAGASAKI, KOBÉ and YOKOHAMA	YAWATA MARU	5,000	WEDNESDAY, 31st Aug., at Noon.
SHANGHAI, MOJI and KOBÉ	HAKATA MARU	7,000	WEDNESDAY, 31st August.
KOBÉ and YOKOHAMA	IYO MARU	7,000	THURSDAY, 1st Sept., at 5 P.M.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU	5,000	TUESDAY, 6th September.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

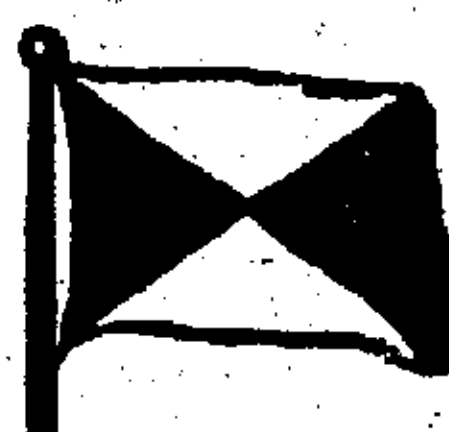
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

* Omitting Keelung and Shimidzu.
= Calling at Saigon.
† Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 1st August, 1910.
T. KUSUMOTO, MANAGER. (13-125)



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
SYREBI	2540	R. Rodger	Manila	On 27th Aug., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 3rd Sept., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & Co., General Managers. (12)

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJILATJAP	JAVA	Second half of Aug.	JAPAN	First half of Sept.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Yok Buildings, 1st Floor. Telephone No. 375.
Hongkong, 22nd August, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, MOJI, KOBÉ and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA via MOJI, KOBÉ and YOKOHAMA	"PANAMA MARU"	6,059	WEDNESDAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"JOSHIN MARU"	SUNDAY, 28th Aug., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU"	WEDNESDAY, 31st Aug., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NANKING KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "ABURU MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

7031

T. ARIMA, MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.
Japan Office:—
32, WATER STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD.

1537

RODI & WIENENBERGER. PFORZHEIM I/B.

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELRIES: NECKLETS;
BRACELETS, BROOCHES, SCARF-PINS, WATCH-CHAINS, &c.
SMALL LOT FOR SALE.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-4

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.
The *Chienan*, with the Siberian mail, is due to arrive here on Sunday, the 28th inst.
The *Tientsin*, with the French mail of the 29th ult., left Saigon on Friday, the 26th inst.,
at 7 a.m., and may be expected here on or about Monday, the 29th inst., at daylight.

FOR	PER	DATE
Swatow, Amoy and Foochow	Haiching	Friday, 26th, 9.00 A.M.
Swatow	Helena	Friday, 26th, 10.00 A.M.
Shanghai	Hongkong	Friday, 26th, 11.00 A.M.
Macao	Sui Tai	Friday, 26th, 1.15 P.M.
Singapore, Penang and Calcutta	Kunming	Friday, 26th, 2.00 P.M.
Manila	Yuenang	Friday, 26th, 3.00 P.M.
Fort Bayard, Hoihow and Pakhoi	Suicheong	Friday, 26th, 4.00 P.M.
Singapore, Penang and Calcutta	Carl Diederichsen	Saturday, 27th, 9.00 A.M.
Manila	Quarta	Saturday, 27th, 9.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Paklat	Saturday, 27th, 10.00 A.M.
	Silena	Saturday, 27th, 10.00 A.M.
	Hubi	Saturday, 27th, 10.00 A.M.
	Tjipamas	Saturday, 27th, 10.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Chiyo Maru	Printed Matter and Sam- ples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents up to 1.30 A.M.) No late fee. Letters 11.00 A.M.
Macao	Sui Tai	Saturday, 27th, 1.15 P.M.
Shanghai	Anhui	Saturday, 27th, 4.15 P.M. (Registration, with late fee of 10 cents up to 5.00 P.M.) Letters 6.00 P.M.

ELECTRIC IRONS

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS can iron her own delicate
laces.
THE MASTER can iron his own
ties.
THE AMAN can do all other ironing in
half the time and without
grumbling.

The only **CLEAN** method of Ironing.
The only **HEALTHY** method of Ironing.
The only **CONVENIENT** method of Ironing.

CLEAN because the iron is Nickel Plated and does not require to be placed over fires.
HEALTHY because you dispense with the necessary for stifling fires, and in the height of
summer ironing can be carried on in PERFECT COMFORT without inhaling the
poisonous fumes given off by gas or charcoal irons.
CONVENIENT because the iron is always ready for immediate use, can be connected to
any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD.,
Electrical Engineers,
14, DES VREUX ROAD CENTRAL, HONGKONG.

SHIPPING IN PORT.

STEAMERS	ARRIVAL	AGENTS
AMARA, British str., 1,565, C. J. Matlock, 17th August—Sourabaya 7th August, Sugar— Jardine, Matheson & Co.	24th August—Haiphong and Hoihow 23rd August, General—Jensen & Co.	24th August—Haiphong and Hoihow 23rd August, General—Jensen & Co.
ASHIA, American str., 2,536, H. Gaskroger, 23rd Aug.—San Francisco 26th July, General— P. M. S. S. Co.	24th August—Dairen 1st August, Coal— Mitsui Bussan Kaisha.	24th August—Dairen 1st August, Coal— Mitsui Bussan Kaisha.
BANOW LIVERDALE, British str., 2,139, D. Mc- Allister, 4th August—Mojito 29th July, Coal— Bradley & Co.	24th August—Palmer and Swatow 13th August, Rice—Butterfield & Swire.	24th August—Palmer and Swatow 13th August, Rice—Butterfield & Swire.
BRAND, Norwegian str., 1,519, U. Evensen, 21st Aug.—Samarang 11th August, Sugar— Angard, Thoresen & Co.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.
CHIVO MARU, Japanese str., 7,250, W. W. Greene, 20th August—San Francisco 19th July, General—Toyo Kisen Kaisha.	24th August—Bangkok 15th August, Rice and Timber—Butterfield & Swire.	24th August—Bangkok 15th August, Rice and Timber—Butterfield & Swire.
CHOWA, German str., 1,055, F. Schmitz, 7th August—Bangkok 1st August, Timber and Rice—Norddeutscher Lloyd.	24th August—Manila 20th August, General— Shewan, Tomes & Co.	24th August—Manila 20th August, General— Shewan, Tomes & Co.
DEWONKOR, German str., 1,057, Schultze, 24th August—Bangkok 17th August, Rice— Butterfield & Swire.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.
EMPEROR OF CHINA, British str., 3,046, W. Darwin, R.N.A., 18th August—Vancouver 27th July, General and Cargo—Canadian Pacific Railway Co.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.
FOOCHOW, British str., 1,223, Vincent, 8th August—Hongay 5th August, Coal— Butterfield & Swire.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.
GERMANIA, German str., 600, C. Tyson, 3rd August—Sydney 27th July, Copra— Jensen & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.
GLENN, British str., 1,234, J. Rafferty, 21st August—Karatu 14th August, Coal— Shewan, Tomes & Co.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.
HAICHING, British str., 1,267, W. C. Farnmore, 24th August—Fochow, Amoy via Swatow 23rd August, General—Douglas, Laprak & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.
HANGKONG, British str., 1,356, S. Wilde, 23rd Aug.—Shanghai and Swatow 22nd Aug. General—Jardine, Matheson & Co.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.
HELENE, German str., 771, H. Bendixen, 21st August—Touane 16th and Hoihow 20th August, General and Pigs—Jensen & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.
HUNAN, British str., 1,143, Benson, 20th Aug. —Saigon 16th August, Rice—Butterfield & Swire.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.
JOHANNE, German str., 960, M. Island, 22nd August—Swatow 21st August, General— Jensen & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.
JOSHIN MARU, Japanese str., 702, H. Muraya- ma, 24th August—Swatow 23rd August, General—Onaka Shosen Kaisha.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.
KIANG CHING, Chinese str., 1,002, Brissander, 22nd August—Haiphong 19th Aug., Coal— Chinese.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.
KYUSANG, British str., 2,078, W. G. G. Leak, 18th August—Calcutta 4th Penang 9th and Singapore 15th August, General—Jardine, Matheson & Co.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.	24th August—Macao 12th August, Sugar and General—Jaya-China Japan Lijn.
MAUSANG, British str., 1,347, Wiggall, 18th August—Saidan 12th April, Timber and General—Jardine, Matheson & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.	24th August—Palmer and Swatow 13th August, Coal—A. J. & Co.

The Most Celebrated Cigarette in the World.

WILLS'S "THREE CASTLES"

MILD (Green label)
MEDIUM (Yellow label)
MAGNUMS (large size)

In 20'S Packets or 50'S Air-Tight Tins.

These popular Cigarettes are manufactured in BRISTOL from the finest grades of
Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired
during the 200 years which have elapsed since their business was established.

SOLD EVERYWHERE.

W. D. & H. O. WILLS.
BRISTOL AND LONDON.

SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 25TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, 10y. x.d.
National Bank of China, Limited	99,925	27	26	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.30, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$8, buyers
COTTON MILLS.				
Two Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 373.
Loou-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
DAIRY FARM COMPANY, LIMITED	40,000	\$74	\$6	\$19, buyers
DOCKS AND WHARVES.				
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$54.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51, sal. & buy.
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116.
KEENWICK & CO., LIMITED	18,000	\$25	\$25	\$9, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$6, sellers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	\$10	\$205.
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$20, buyers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$104, sellers
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$32, sellers
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	\$25	\$35, buyers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$167, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$111.
China Traders Insurance Co., Limited	24,000	\$53.33	\$25	\$371.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$340, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sales
Yongtze Insurance Association, Limited	12,000	\$100	\$60	\$200, sellers
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$99, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sellers
MIXING.				
Societe Francaise des Carriers de Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$71, sellers
PEAK TRAMWAYS CO., LIMITED	25,000	\$10	all	\$14, sellers
PHILIPPINE CO., LIMITED	50,000	\$10	\$10	\$10, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$167.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$33, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	60, sal. & 66.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$8, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$12, sellers
Steam Laundry Company, Limited	5,000	\$25	\$25	\$26, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sellers
Watkins, Limited	10,000	\$10	\$10	\$3.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 only.	\$10	\$4	\$11, sellers
Union Waterboat Co., Limited	100 fideis	\$10	\$10	\$300.
RUBBERS.				
Allagars	50,000	\$10	\$10	\$8, buyers
Anglo-Malays	—	—	—	—
Balgownie	—	—	—	—
Batu Tiges	—	—	—	—
Bukit Kajangs	—	—	—	—
Castlefields, fully paid	—	—	—	—
Chiovetti	—	—	—	—
Eastern and International	—	—	—	—
Highlands and Lowlands	—	—	—	—
Kannings	—	—	—	—
Kuala Lumpur	—	—	—	—
Labus	—	—	—	—
Leabury's	—	—	—	—
Linggis	—	—	—	—
London Asiatics	—	—	—	—
London Ventures	—	—	—	—
Merlemaus	—	—	—	—
Pegohs	—	—	—	—
Sandoroff	—	—	—	—
Sapongs	—	—	—	—
Shelfords	—	—	—	—
Singapore and Johore	—	—	—	—
Sunata Pans	—	—	—	—
Sungei Kapang	—	—	—	—
United Serangs	—	—	—	—

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

	August 25th.
ON LONDON.	
Telegraphic Transfer	1/8
Bank Bills, on demand	1/8
Bank Bills, at 30 days' sight	1/8
Bank Bills, at 4 months' sight	1/8
Credits, at 4 months' sight	1/8
Documentary Bills 4 months' sight 1/9	1/9
ON PARIS.	
Bank Bills, on demand	225
Credits, at 4 months' sight	224
ON GERMANY.	
On demand	162
ON NEW YORK.	
Bank Bills, on demand	43
Credits, at 60 days' sight	44
ON BOMBAY.	
Telegraphic Transfer	133
Bank, on demand	133
ON CALCUTTA.	
Telegraphic Transfer	133
Bank, on demand	133
ON SHANGHAI.	
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA.	
On demand	87
ON MANILA.	
On demand—Pesos—87	87
ON SINGAPORE.	
On demand	76
ON BATAVIA.	
On demand	107
ON HAIPHONG.	
On demand	21
ON SAIGON.	
On demand	2
ON BANGKOK.	
On demand	87
SOVEREIGNS, Bank's Buying Rate	\$1.15
GOLD LEAF, 100 fine, per tael	\$53.40
SILVER, per oz.	24
SUBSIDIARY COINS.	
Chinese 20 cents pieces	\$5.24 discount.
Chinese 10 "	\$6.13 "
Hongkong 20 "	\$5.15 "
Hongkong 10 "	\$5.98 "

SIEMSEN & CO.,

Machinery Dept.
Hongkong.

MACHINERY IN STOCK AT HONGKONG.

Complete Suction Gas Plant, 56 H.P.

1 Otto Original Oil Engine, 4½ H.P.

Printing Machines for Foot power, 9 inches
by 13 inches and 10 inches by 14½ inches
Printing surface.

Round Knitting Machines, 3½ inches and 3½
inches diameter, complete with needles, etc.

Portable Fire Engines.

Lathes.

Drilling Machines, for holes up to 1½ inches.

Punching Machines.

Duplex Steam Pumps of various sizes.

Gould's Force Pumps.

Diaphragm Pumps.

Wing Pumps.

Vices.

Pulsometer, capacity, 160 Gallons per minute.

Portable Field Forges.

Mining Tools and Implements,
etc., etc., etc.

Prospectus, Estimates, etc., Free.

OPIMUM.

August 25th.

Quotations are:—

Malwa New	\$1,880/1,920 per picul	
Malwa Old	\$1,930/1,960 "	
Malwa Older	\$1,970/2,000 "	
Malwa V. Old	\$2,010/2,050 "	
Persian fine quality	\$1,400/1,500 "	
Persian extra fine	\$2,000 "	
Patna New	\$1,775	per chest.
Patna Old	—	
Banaraz New	\$1,775	
Banaraz Old	\$1,775	

VESSELS IN DOCK.

August 25th.

TAIKOO DOCK—Union, Fochow, Helena.

STEAMERS PASSED THE CANAL.

July 26th—*Ching Wo, Laertes, Yunnan*
 29th—*Amiria, Armand Behic, Deucalion, Syria*
Badenia. August 2nd—*Austria, Bengel*
 Delayed through mutilation, *Glamorganshire*
 9th — *Bloomfontein, Denbighshire, Glenavary*
Alesia. 12th—*Menelaus, Nora, Pals Link*
Tonkin. 15th—*Benares, Derflinger, Flin*
shire, Inverclyde, Kinloch, Malta. Delayed
 through mutilation, *Pathon, Westphalia.* 19th
Hiverno Mary, Mishkova Mary, Pembroke
shire, Prometheus, Tranquebar, Yarra. 19th
 Delayed through mutilation, *Tonkin, Erzerow*
Frans Ferdinand. 23rd—*Adrasmaacha, Inverness*
Lucton.

ARRIVALS AT HOME.

August 23rd—*Cyclope.*

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